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174**CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT**

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123367

COUNTRY Germany (Russian Zone)**DATE:****INFO.**

25X1C

SUBJECT Russian Naval Activity and Interests in the
Soviet Zone**DIST.** 31 October 1947**PAGES** 3**SUPPLEMENT**

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ORIGIN

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SOURCE**RUSSIAN PERSONNEL**

1. Shipping routes and harbor administration in the Russian Zone are controlled by the Shipping Administration in Schwerin (Wasserstrassendirektion Schwerin). Russian personnel identified in this office are:
 - a. Chief - Engineer Polosov
 - b. Assistant for Dredging Operations - Engineer Adamenko
 - c. Unidentified duties - Engineer Stornikov
Sip. Engineer Littvinova
 - d. Assistant for Buoys and Channel Cementing - Naval Captain Taran
 - e. (His direct superior is Naval Captain Alexeyev whose headquarters is in Berlin/Karlshorst)
 - f. Political Officer - Lt. Colonel Gerasimenko
2. The offices of Stralsund and Rostock are under the control of Schwerin. Russian personnel in Stralsund consists of:

Chief - Yerameyev
Assistant - Engineer Matshnitski
Political Officer - Naval Captain Misheyev
The Russian chief in Rostock is Engineer Archikov.
3. The following personnel of the Russian Fleet are also tentatively identified:
 - a. CO of Russian Technical Fleet (Flotilla?) - Naval Engineer Captain Maufov (Hq Moscow)
 - b. CO of Baltic Technical Fleet - Lt. Colonel Grebennikov (Hq Leningrad)
 - c. Liaison Officer for Grebennikov - Osholkov (formerly identified with unspecified Russian naval activity in Stettin and Swinemunde).
4. The following personnel of the Transportation Administration (Gesamtleitung des Transportwesens) are also identified:
 - a. Chief - Colonel Yevdokimov
 - b. Chief of Shipyards - Colonel Lessnov
 - c. Chief of Waterways - Major Bugri
 - d. Transport Planning - Engineer Sluski
 - e. Political Officer - Major Rubzov

CLASSIFICATION

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Comment: Whether this office is the head office in the Russian Zone of Germany, or the Russian Administration itself is not stated in the report.)

HARBOR DREDGING

5. Serious silting conditions in all eastern ports and port approaches requires the procurement of the following equipment from the western zones:
 - a. Dredge "Nogat" from Lübeck on 15 July 1947 (Sailing order still missing).
 - b. Dredge "Seegatt" is to enter the Russian Zone on or about 15 August 1947.
 - c. Cleaner (Spiller) "Himmersatt" which is probably not available since it needs major repairs.
6. The following German equipment has been identified as now operating in the Russian Zone:
 - a. Wismar - Dredge "Achilles" (Halsmann A.G., Berlin)
 - Dredge "Hiddensee" (Water Division, Rostock)
 - b. Rostock and Warnemünde - Dredge "Usedom"
 - c. Stralsund - Dredge "Rügen"
 - d. Sassnitz - Dredge "Hai"
7. In order to complete the dredging of harbors in general, and particularly to clean the port of Wismar to a depth of 7.5 meters, the Russians intend to use a Russian dredging unit in place of the lacking German equipment. Negotiations are under way with Captain Naufov and Lt. Colonel Grebennikov. The Russian unit is to consist of one Dutch built dredge with a capacity of 600 cubic meters per hour, and supporting self-propelled barges which were built in Hamburg. The barges have a listed tonnage of about 500 tons. The unit will consist of about 210 men in all, forty of whom are to be Russians. These will include the Chief of Dredging Operations, three assistants, a machinist and three helpers, tug captains, barge captains, and mechanics. The remainder of the unit is to be composed of German labor assigned by the German administration. Once taken into the unit, they are to be treated as Russian personnel.

NAVAL INFORMATION REQUIRED BY RUSSIANS

8. Captains Taran and Alexeyev have given written orders that the following information be procured:
 - a. Large-scale maps of the Kaiser-Wilhelm Canal, with complete descriptions and ground level sketches of the locks and machinery.
 - b. Navigation maps for the Prelleborg District, as well as for Copenhagen and Falsterbo, and all charts dealing with currents off the Danish and Swedish coasts in the Baltic.
 - c. Exact descriptions of all harbors in the western zones, including approaches and cargo transfer facilities.
9. The latest possible date for the acquisition of this material was 31 July 1947. A survey engineer named Dobritz was specially briefed to visit the Hamburg

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Hydrographic Institute, listed as a map source, on or after 18 July 1947. The directive further stated that the material was to be purchased from commercial firms or other private sources in the event that the maps were unobtainable at the institute.

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